

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

10 MAY 64

IN 07394

PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION IMMEDIATE	BOOK	MULTI	SINGLE			
INFO						

FROM:

[Redacted]

SPECIAL INSTRUCTIONS

RYBAT IDEALIST [Redacted]

FOR [Redacted] FROM JIM CUNNINGHAM

1. BELIEVE AT THIS POINT A LITTLE GUIDANCE ON THE QUESTION OF YOUR GO-NO-GO AUTHORITIES ON THE CARRIER, AND HOW THEY ARE AFFECTED BY WEATHER IS IN ORDER:

A. AS IN ANY LAND-BASED OPN, YOU WILL RECEIVE YOUR BASIC SYNOPTIC WEATHER FROM WECEN VIA HQS. HQS WILL MAKE THE MISSION JUDGEMENT ON WX IN TARGET AREA AT GO-NO-GO TIME AS IN PAST. EVERY EFFORT WILL BE MADE TO SHARPEN THESE FORECASTS TO THE TARGET AREA ITSELF, INCL WX SATELLITE REPORTS IF THESE ARE AVAILABLE. SINCE [Redacted] IS DESIGNED TO OBTAIN BASE LINE COVERAGE, WX CONDITIONS WORSE THAN CATEGORY TWO WILL RESULT IN MISSION CANCELLATION FROM HQS.

3. IF YOU RECEIVE A "GO" FROM HQS, YOU WILL HAVE TO MAKE YOUR USUAL DETERMINATION ON LAUNCH WX CONDITIONS AS WELL AS ON ANTICIPATED WX CONDITIONS IN THE PLANNED RECOVERY AREA.

DATE	TIME
MONTH	YEAR

WRITER	SYMBOL			SIGNATURE	
	TOR 102135Z JAI			TYPED (or stamped) NAME AND TITLE	
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RELEASEE

FROM

6726

25X1A

TO AID YOU IN THIS, YOU SHOULD QUICKLY LATCH ON TO THE RANGER'S "AEROLOGY OFFICER" AND GET FAMILIAR WITH HIS FORECASTING METHODS FOR SUCH LOCAL CONDITIONS. IT IS TO HIM THAT YOU SHOULD LOOK, AT LEAST 24 HOURS IN ADVANCE, FOR A FORECAST OF WX AND SEA CONDITIONS IN BOTH LAUNCH AND RECOVERY AREAS. OUR VIEW HERE IS THAT SEA CONDITIONS ABOVE SEA STATE TWO WILL PROBABLY MAKE FOR UNACCEPTABLE RECOVERY CONDITIONS, SINCE THIS CONDITION WILL PROBABLY BE ACCOMPANIED BY HIGH OR GUSTY WINDS AND THE RAMP SURGES WILL MAKE U-2 LANDINGS LESS THAN MAXIMALLY SAFE. I THINK [ ] HAS A GOOD FEEL FOR THIS PHENOMENON AND CAN HELP IN THAT KIND OF DECISION.

25X1A

C. YOU CONCEIVABLY COULD ENCOUNTER A QUAIN T CONDITION WHERE LAUNCH AND RECOVERY OVERHEAD WX WAS CLEAR, AND WHERE EITHER SEA STATE OR WINDS ABOVE 30 - 35 KTS WITH NO SHIP'S MOTION COULD MAKE LAUNCH OR RECOVERY TOO MARGINAL. IF THIS CONDITION EITHER EXISTS AT LAUNCH TIME OR IS FORECAST TO EXIST THERE OR IN THE RECOVERY AREA AT YOUR LAST POSSIBLE SHIP'S FORECAST, YOU SHOULD EITHER CANCEL UNDER YOUR OPTION (IF IT IS LAUNCH TIME) OR ADVISE HQS FLASH PRECEDENCE IF YOU CONFIRM THIS CONDITION IN THE AEROLOGIST'S FORECAST, SAY BETWEEN MISSION PLAN AND GO-NO- GO TIME. AT THAT POINT HQS WOULD CANCEL THE MISSION AT GO-NO GO. ABOVE ALL, DON'T FEEL THAT YOU MUST LEAP OFF UNDER THESE CONDITIONS WHICH WILL NOT BE KNOWN TO EITHER HQS OR WECEN IN ALL PROBABLILITY, JUST BECAUSE YOU ARE HOLDING UP 80,000 TONS OF MACHINERY AND 4,000 MEN. AFTER ALL, THEIR SOLE REASON FOR BEING THERE IS TO MAKE YOUR MISSION COME OFF SUCCESS-FUL

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JOINT MESSAGE FORM - CONTINUATION SHEET : CIA-RDP99B00048R000100290007-0

SECURITY CLASSIFICATION

FROM:

6726

THE SHIP'S AEROLOGIST CAN GENERALLY GIVE YOU A GOOD FROG FOR A GIVEN AREA WITHIN 24 HOURS STEAMING TIME OF THE CARRIER. ALSO YOU CAN CALL FOR A WX SCOUT FLIGHT AHEAD THE AFTERNOON BEFORE LAUNCH TIME BY ONE OR TWO OF THE WILLIE FUDS. THEY WILL BE ESPECIALLY GOOD IN GIVING YOU SEA STATES BY EYEBALL RECCE, AND WITH THIS INFO, TOGETHER WITH WX DERIVED FROM HQS, YOU SHOULD BE IN GOOD SHAPE.

D. HQS DECISIONS ON GO-NO GO WILL TAKE INTO ACCOUNT THE USUAL WX FACTORS, BUT ALSO THE CONDITIONS OVER THE PRIMARY TARGET OF THOSE ABOUT WHICH THE MISSION IS CONSTRUCTED. IN OTHER WORDS, IF WX IS GOOD EVERYWHERE [REDACTED] SITE, THE MISSION WILL NOT GO.

E. [REDACTED] HAS BEEN INSTRUCTED ABOUT WHAT TO DO WITH THE SHIP IF YOU CANNOT LAUNCH ONCE HE GETS YOU TO THE LAUNCH AREA, AND HE WILL ALSO HAVE INSTRUCTIONS ABOUT WHAT TO DO BETWEEN RECOVERY OF THE FIRST MISSION AND LAUNCH OF A SECOND, IF MISSION REGENERATION IS REQUIRED ON THE BASIS OF READOUT, EVERYONE IS AWARE THAT BECAUSE OF TIME ZONE PROBLEMS, A SECOND MISSION CANNOT FLY BACK-TO BACK WITH THE FIRST, AND THAT THERE NEEDS TO BE A 48 CYCLE FOR REGENERATION. IN SUMMARY, WE EXPECT YOU TO TAKE YOUR TIME LAUNCHING THE MISSION, IF TIME IS WHAT YOU NEED TO ASSURE A GOOD CONSERVATIVE POSITION. BE SURE AND TELL [REDACTED] IN NO UNCERTAIN TERMS WHAT YOU WANT HIM TO DO WITH THE SHIP WHENEVER ITS MOVEMENTS AFFECT FLIGHT SAFETY OR SAFETY OF THE MISSION ACFT WHEN BEING STRUCK BELOW OR ON THE FLIGHT DECK. HE WILL BE EXPECT-

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# JOINT MESSAGE FORM - CONTINUATION SHEET

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CIA-RDP99B00048R000100290007-0

FROM:

6726

THIS GUIDANCE FROM YOU, SINCE EVEN THOUGH HE KNOWS NORMAL NAVY AIR OPS PROCEDURES FOR CARRIER OPS, HE IS GREEN AT DEALING WITH THE SPECIAL CONDITIONS IMPOSED BY THE U-2 AND THE TYPE OF MISSION IT REPRESENTS. ONE FINAL POINT RE SAFETY OF ACFT. IF YOU HIT REALLY HEAVY GOING AND IF THIS INCLUDES SEVERE ROLLING (NOT TOO LIKELY IN A BIG MOTHER LIKE THIS ONE) WATCH OUT FOR BREAKAWAY ITEMS IN THE HANGAR BAY THAT COULD DAMAGE THE BIRD; I.E., FIRE EXTINGUISHERS, TOOL BOXES, BARRELS, CARTS AND THE LIKE. SOMETIMES EVERYONE CONCENTRATES ON TIE DOWN OF ACFT BELOW DECKS, AND ABOVE BUT NOT AS MUCH ON THE SEEMINGLY INNOCENT ITEMS THAT BECOME BOMBS WHEN ADRIFT. ANYTHING I HAVEN'T COVERED WE CAN HIT ON THE SHIP MONDAY. SEE YOU THEN GREG. HAPPY LANDING.

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4

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